

INFORMATION REPORT

CD NO.  
25X1A6a

25X1A2g

COUNTRY Poland

CONFIDENTIAL

~~SECRET~~

SUBJECT Union of Polish Shipyards  
25X1A6a

NO. OF PAGES 2  
25X1A2g

NO. OF ENCLS.  
(LISTED BELOW)

DATE OF INFO. 30 December 1948

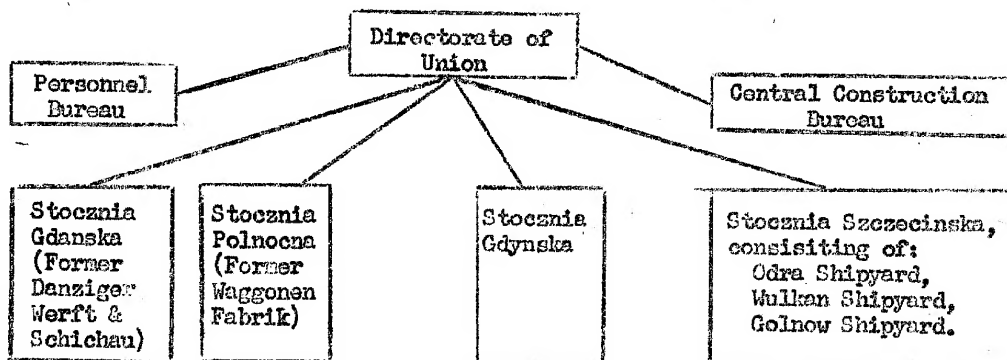
SUPPLEMENT TO  
REPORT NO.

GRADING OF SOURCE						COLLECTOR'S PRELIMINARY GRADING OF CONTENT					
COMPLETELY RELIABLE	USUALLY RELIABLE	FAIRLY RELIABLE	NOT USUALLY RELIABLE	NOT RELIABLE	CANNOT BE JUDGED	CONFIRMED BY OTHER SOURCES	PROBABLY TRUE	POSSIBLY TRUE	DOUBTFUL	PROBABLY FALSE	CANNOT BE JUDGED
A.	B.	C.	D.	E.	F.	1.	2.	3. X	4.	5.	6.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, U.S.C., 51 AND 52, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. EXAMINATION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1X6



3. The Union of Polish Shipyards is subordinate to the Ministry of Shipping.

4. Personnel

Chief Director: ..... Eng. Mikolaj Gutowski  
Trade Director: ..... Eng. Stologiewicz  
Administrative Director:..... Szlagowski  
Technical Director:..... Witold Urbanowicz  
Chief of Personnel Bureau:..... Kabat  
Deputy Chief of Personnel Bureau:..... Koziorowski  
Chief of Central Construction Bureau: Eng. Kazimierzczak

The total number of personnel employed at all the shipyards of the Union on 1 December 1948 was approximately 8,000.

5. Investment Plan for 1949

The Investment Plan provides for the spending of 1,000,000,000 zloty in 1949.

CLASSIFICATION		SECRET/CONFIDENTIAL		U.S. OFFICIALS ONLY	
STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB			
ARMY	<input checked="" type="checkbox"/> AIR	FBI			
DISTRIBUTION					

Document No. 001

NO CHANGE in Class. ☐

☐ DECLASSIFIED

Class. CHANGED TO: TS S (C)

DDA Memo, 4 Apr 77

Auth: DDA REG. 77/1763

~~SECRET~~

~~CONFIDENTIAL~~

Approved For Release 1999/09/09 : CIA-RDP82-00457R002700460001-5

~~SECRET/CONTROL - U.S. OFFICIALS ONLY~~

25X1A2g

~~CENTRAL INTELLIGENCE AGENCY~~

- 2 -

6. Preliminary Plan to Purchase Machine Tools Abroad

It is planned to purchase 2,190,000 American dollars worth of tools abroad by 1950.

7. Equipment Held by the Union of Polish Shipyards

The Union of Polish Shipyards has about 900 machine tools (for working metal and wood) and auxiliary machine tools.

8. General Information

- a. The Directorate of the Union employs approximately 350 persons, including, 60 in the Central Construction Bureau.
- b. The best ship constructor was Engineer Gieldzik, but he has left his post in the Central Construction Bureau. There are five engineers (university graduates) and a number of technicians and draughtsmen, but no really good constructors are available. The Chief of the Bureau, Engineer Kazimierzczak, is a specialist in ship machinery but not in ship building.
- c. The SS Soldek, which carries coal and iron ore, was designed in the Central Construction Bureau by Engineer Gieldzik, but the construction and blueprints were worked out by the Normand Shipyard at Le Havre and by Penoset in France. French experts visited the shipyard during the building of the SS Soldek. All machinery installations were purchased abroad in Sweden, France, and Italy.
- d. The working out of the project to build two new merchant ships, one of 650 tons and one of 7,300 tons of the tramp type, was entrusted to Ansaldo's at Genoa, where Engineer Cichocki of the Central Construction Bureau is working. Both these ships will be built in Gdansk Shipyard, the one of 650 tons at the end of 1949, and the one of 7,300 tons at the beginning of 1950.

9. The Six-Year Production Plan

This provides for the construction of 300,000 tons of merchant shipping of tonnages ranging from 650 to 8,000 tons.

10. Present Difficulties

- a. The acute shortage of certain types of personnel presents an almost insoluble problem, in particular, as regards engineers, technicians, foremen, and skilled workmen.
- b. Shortage of certain equipment and machinery for ships can be remedied only by purchases made abroad. This entails a delay of two to three years because of the conditions of delivery.
- c. Deliveries of essential materials required from the home market, in the majority of cases, take from two to three years.

~~CONFIDENTIAL~~

~~SECRET/CONTROL - U.S. OFFICIALS ONLY~~